



Meeting the needs of Johnson Creek

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The expansion of the WIS 26 Interchange is of importance to the rapidly growing community of Johnson Creek. The project will improve traffic flow and enhance highway safety. The plan calls for the total reconstruction of WIS 26 interchange to a fully directional, split diamond interchange with frontage roads. The roadway will also be expanded from two lanes to a four lane divided expressway throughout the project length. Therefore, the project provides a transportation system for the local traffic as well as through traffic of Johnson Creek's growing commercial and residential developments.

If you have any questions or concerns about this project, contact any of the above representatives.

Safety benefits

Safety benefits for WIS 26 will include an improvement in the roadway's traffic capacity and a reduction in the amount of congestion and turning conflicts.

I-94 benefits will include: ramp tapers for improved safety at merge/diverge points, better pavement drainage, wider shoulders and bridge clearances, and an increased storage capacity at ramp terminal intersections.

Traffic control plan

I-94 and WIS 26 will be open to through traffic throughout construction.

Lane closures will not be permitted on I-94 between noon on Friday until 6 a.m. on the following Monday of each week and during holiday periods. The traffic control plan for I-94 includes two lanes of traffic in each direction, except when temporary lane closures are required.

WIS 26 will remain open to two lanes of through traffic at all times, except for the bridge over WIS 26. The bridge removal will be done during night hours and traffic will be detoured onto the Interstate as was done in 2001.

Current challenges

Due to the increased traffic volumes on WIS 26, intersections at Linmar Lane, I-94 ramps and frontage roads exhibit congestion during peak hour traffic times. The Linmar Lane intersection provides primary access to the Johnson Creek Outlet mall as well as a high volume truck stop. Long waits are common for left turns into Linmar Lane and back ups are common at the I-94 interchange ramp with WIS 26.

A high concentration of collisions occurring at the County B and State WIS 26 mark another problem with the existing roadway.

Pavement condition, inadequate bridge clearances on I-94, deficient ramp tapers and lack of capacity for the high volume of traffic along WIS 26 are some of the major deficiencies this project will correct.

Construction schedule

I-94

The eastbound lanes of I-94 and the on and off-ramps for eastbound traffic at WIS 26 were constructed in 2001. The westbound on ramp, originally scheduled for construction in 2002, was completed in 2001. Westbound traffic will be switched onto the temporary lanes in the median so the new westbound lanes can be constructed. Watertown Street north and south will be closed to through traffic to put the top surface of asphalt on and to complete the connection under I-94.

WIS 26

The northbound lanes of WIS 26 were constructed in 2001, except for the intersections of County B, County Y and the ramp connections. In 2002, the northbound lanes will be completed and traffic will then be switched onto the northbound lanes so the southbound lanes can be completed. One lane for northbound and one lane for southbound traffic will be maintained during construction. WIS 26 will be closed for the bridge removal of the I-94 westbound bridge over WIS 26. This work will be done at night and traffic will be detoured via the Interstate.

River Road and the Linmar-River Road connector need a top surface of asphalt this year.

Construction will be completed in November of 2002.



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